TENDERLOIN STATION

OPENED FOR BUSINESS AT 12:01 O'CLOCK THIS MORNING.

Old Nineteenth Split Into Halves and That Number Now Goes to the New Precinct -There Was Entirely Too Much Territory for One Police Captain to Handle

The birth of the new Tenderloin station occurred at one minute past midnight this morning, when Capt. Thomas Murphy, the former inspector who was reduced by Commissioner Bingham, took command of the lower section of the White Light district and turned out four lieutenants five sergeants and sixty-one patrolmen. Ever since Gen. Bingham assumed charge of the Police Department he believed that the territory covered by the Nineteenth precipet was too much for one captain to ook after, and several months ago he decided to split the command and make two precincts of it.

The new precinct is at 120 West Twentieth street and takes in from the south side of I'wenty-seventh street to Fourteenth street and from Fourth to Seventh avenue. temporary station is an old dwelling that has been leased by the department until a permanent site is secured for the crection of suitable quarters. While profsion has been made for the officers and men to sleep in the house, there is no accommodation for prisoners, as no cells have been installed, and all captives taken will be incarcerated in the West Twentieth street station (the Seventeenth precinct) and the old Tenderloin in West Thirtieth

Commissioner Ringham has assigned the number of the old Tenderloin—the Nineteenth precinct—to the new command, and the famous old building in West Thirtieth street will hereafter be known as the Twenty-third precinct. As the old timers have it the number is apropos, being the skiddoo sign, for there is no precinct in the greater city where not only inspectors and captains can find trouble but where the men in the ranks find thembut where the men in the ranks find them-selves in hot water continually. Capt. Murphy, who has been in command

Capt. Murphy, who has been in command of the Adams street station, the Tenderloin of Brooklyn, relieves Capt. Weigand, also a deposed inspector, of a great burden. Nevertheless it is pointed out that Weigand's days are numbered in the department despite the division of the precinct. He is 78 years of against and not only the ways of the White of age and not onto the ways of the White Light district, and while the precinct is split up there is still a lot doing north of Twenty-seventh street.

All the patrolmen sent to the Nineteenth were drafted from the old precinct,

and by a strange coincidence all the police-men who had O's and Mc's before their men who had O's and Mc's before their names were among those transferred. The lieutenants sent to the new station were John Howard of the Lee avenue station, Brooklyn; Henry Ebbert of New Dorp, John Sexton of the Madison street station and John Roth of the East Thirty-fifth street station. The sergeants are Louis Wagner of the Church street station, Michael Downes and Edward McAniff of the West Thirtieth street, Edward F. Howe of the Bergen street, Brooklyn, and Benjamin Austin of Grand avenue, Brooklyn.

Inspector Joseph Burns opened the Inspector Joseph Burns opened the blotter and turned it over to Capt. Thomas Murphy. Lieut. John Howard took the first turn at the desk. The first squad of men was turned out at 2 o'clock.

UNION DIDN'T BLUFF FARMERS.

They Just Left It Alone and Went on Saving Kansas Wheat.

TOPEKA, Kan., July 5.-The farmers of Clay county, who are having a hard struggle to save the wheat, refused to be bluffed by a harvest hand union. To-day twenty-five men arrived in Clay Centre and after leaving the train gathered in the Court House square organized a union and voted that they would not work for less than \$3 a lay. The farmers were offering \$2.25, but day. The farmers were offering \$2.25, but when they found that the "union" had been formed to demand \$3 they went away and left it to itself. In an hour the union members sneaked off one by one and hired

out at the prevailing rate.

The business men of Dodge City have agreed to close their stores to-morrow and Monday and with their clerks go into the fields and help the farmers save the wheat. General Manager Hurley of the Santa Fé has been appealed to for all men not actually led on track work and in train service

POOR TIP IN YIDDISH. Letter From Somewhere Didn't Help to

Find Solly Silverman. rather odd fashion a letter appeared in the house of Solomon Silverman at 58 Rutgers street yesterday. No one knew where it came from nor how it got in the house. Silverman opened it and found a note in Yiddish explaining that Solly Silverman, aged 3½ years, might be found at 280 Mott street, where he was being detained by a tall, slim, one armed Italian

organ grinder. The Silvermans were glad to know that, The Silvermans were glad to know that, because Solly disappeared from the street in front of his home on Saturday afternoon just about the time that an organ grinder left there. The Madison street police reported the finding of the letter to Headquarters, from which a general alarm for Solly had been sent out on Sunday. Two lieutenants went to 280 Mott street, but found no such Italian there.

At 276 Mott street, however, they found

At 276 Mott street, however, they found a slim, one armed Italian and arrested him. Solly was nowhere to be seen. The Italian, Marsello Panarella, was let go after Solly's handling the street piano.

The Seagoers.

Sailing to-day by the American liner New York for Plymouth, Cherbourg and

Southampton: Walter R. Abell, Mr. and Mrs. J. R. Bar croft, O. M. Bigelow, Mr. and Mrs. E. J. Buf-fington, the Hon. and Mrs. W. M. Calder, R. L. Cottenet, Mrs. John Lee Davis, Mrs. John E. Dix. Mrs. Charles E. Flint, Dr. J E. Stillwell, Mrs. Frederick H. Tappan, Frederick C. Tanner, Norman Thorpe, John W. Townsend, F. L. Vanderpeel, the Hon. and Mrs. Walter B. Vincent, Henry G. Ward, Marquand Ward, and the Rev. G. Brinley

Passengers by the Cunarder Umbria for Queenstown and Liverpool:

Mr. and Mrs. Robert E. Ely, Mr. and Mrs. W. Whiteley, the Rev. Dr. and Mrs. Joseph Sushton, Mr. and Mrs. Royal Riggs, Andrew Phillips, Mr. and Mrs. W. P. Northrup, J. R. Agnew, Professor and Mrs. J. B. Clark, E. Fairfax and George N. H. Clement. By the Atlantic Transport liner Min-neapolis, off for London:

Capt. Chess Lamberton, the Hon. and Mrs. Miller Outcalt, Mr. and Mrs. R. G. Packard, Dr. and Mrs. B. H. Grove, H. P. Gates, Mr. and Mrs. P. A. S. Franklin, Mr. and Mrs. A. B. Anderson and Addison F. Andrawa.

Sailing by the Red Star liner Vaderland

for Dover and Antwerp: Mr. and Mrs. Charles P. Armstrong, Mrs.
L. Sturtevant, D. B. Updike, Stephen
D. Hurfburt, Mrs. Price W. Hasbrouck,
Mrs. M. E. Harriman, Mrs. E. W. Chapman
and Mrs. Orlando S. Johnson.

Passengers by the Hamburg-American liner Pennsylvania for Hamburg:
Mrs. Robert H. Sayre, Winthrop Sargent, Jr., Dwight R. Heaton, Mrs. Adolph Outerbridge, S. Worcester Sargent, Walter W. Cheney, Dr. and Mrs. Glentworth, R. Butler and John P. Cheney. Sailing for Glasgow by the Anchor liner |

W. C. McAdoo, the Rev. S. N. Thompson, r. and Mrs. John J. Matheson, Capt. Joseph Carson, William T. Carlisle, S. E. Amona

Iowa Corn Crop Not Promising.

DES MONES, July 5 .- The Iowa corn crop will be 83,000,000 bushels short of that of ast year, when 388,348,920 bushels was last year, when 388,348,920 bushels was harvested, according to the reports of George A. Wells, secretary of the Iowa Grain Dealers' Association. Cold weather is responsible for the shortage. The report says that green bugs have affected the oats crop 15 per cent. and that there will be a million bushel shortage in the spring wheat 120p.

GUESTS AT SAGAMORE HILL. Soldier, a Sailor and Two Departmen

Officials at Lunch With Pres OYSTER BAY, N. Y., July 5 .- The President entertained representatives of the army, the navy and two Government department at luncheon to-day. George W. Woodruff, acting Secretary of the Interior, and Frank H. Hitchcock, First Assistant Postmaster-General, came down on the 10:14 train. They were followed by Rear Admiral Brownson and Gen. Aleshire, the recently appointed Quartermaster-General of the army, who arrived a little after noon

None of the guests would discuss the business that brought them to Sagamore Hill. They all left on an early afternoon

Mr. Hitchcock, while he would not deny Mr. Hitchcock, while he would not deny that the appointment of a new postmaster for the New York office had been the principal topic of his conversation with the President, refused to discuss details and seemed much embarrassed when pressed for his views.

According to Secretary Loeb nothing definite was decided upon at the conference. Mr. Loeb said that there would be no appointment announced before the last of next week and perhaps not then.

next week and perhaps not then.

Admiral Brownson, who is to be retired next month, is the Chief of the Bureau of Navigation. His services have been very highly regarded by the Administration and it is understood that President Roosevelt invited him to hugh to day in order that the invited him to lunch to-day in order that he

invited him to lunch to-day in order that he might make a personal appeal to the Admiral to continue in service after the period at which he would regularly be retired.

Gen. Aleshire came down to pay his respects after receiving his appointment. He said that although he had taken over the command of the Quartermaster-General's department, he was just settling into the harness and had no statement to make as to any changes that might be on leaving Oyster Bay was to proceed directly to West Point.

LONG TERMS FOR WRECKING RANK U. S. Judge Imposes Fine and Six Year Penalties on Pittsburgers.

PTTTSBURG, July 5.—Judge Nathaniel Ewing, in the United States Court, to-day called the five men who have been convicted of wrecking the Enterprise National Bank before him for sentence.

Edward P. McMillan, general bookkeeper, who pleaded guilty to charges of false entry and misappropriation of the funds, was sentenced to six years on one count and six months on another, the sentence to run concurrently.

Charles Hensemer, discount clerk, was sen-

Charles Hensemer, discount clerk, was sentenced to serve five years and ten months. He was convicted of misapplication and abstraction of funds.

Thomas W. Harvey, teller of the bank, and Lemert S. Cook, a real estate dealer who operated with the late cashier, T. Lee Clark, were called for sentence, but their attorneys put up strong pleas to have sentence suspended for a few days, as both of them have important business affairs that must be straightened out. On the strength

tence suspended for a few days, as both of them have important business affairs that must be straightened out. On the strength of these pleas Judge Ewing delayed sentence until next Tuesday.

Sentence on George L. Ralston, the individual bookkeeper, was suspended until the next term of court, in October. It is thought by many that sentence will be suspended indefinitely in Ralston's case.

MAYOR AWAY; GUESSERS BUSY, They Make Grout Corporation Counsel and Lantry City Chamberlain.

Since it became known that Mayor McClellan, before leaving for his vacation on July 15, will make some changes in his administration and will fill the vacant offices of City Chamberlain and Tax Commissioners besides naming the two Magistrates for the night court, the City Hall has been full of speculative sumors.

A report was floating around the building yesterday that in the event of the removal of Corporation Counsel Ellison ex-Comptroller Edward M. Grout would be his successor. Although the Mayor and Mr. Grout are on terms of the closest friendship it is doubtful if Mr. Grout would take the office. His friends say that his law practice brings him in at least \$60,000 a year and his salary as Corporation Counsel would be only \$15,000. Moreover, he is counsel for the New York and New Jersey Telephone

the New York and New Jersey Telephone Company, which is opposing the application of the Atlantic Telephone Company for a franchise to operate in this city.

Another rumor was that the Mayor intends to promote Fire Commissioner Francis J. Lantry to the office of City Chamberlain and to transfer Commissioner of Correction John V. Coggey to the head of the Fire Department. None of these reports could be traced to any authoritative source. Mayor McClellan himself did not come in from Princeton yesterday.

METZ'S TRIP NOT ALL PLEASURE. Will Investigate Filtration Plants Abroad

and Decide What This City Should Do. Comptroller Metz will spend his vacation in Europe. He will sail on July 16 on the Kronprinz Wilhelm and will be away until the end of August. He will visit England. Germany, Switzerland and Belgium. While he is in Europe it is his intention to examine some of the principal municipal filtration

plants. Commissioner O'Brien of the Department Water Supply, Gas and Electricity is anxious to equip the Jerome Park Reservoir with a filtering plant, but the application Mr. O'Brien has made for \$4,000,000 to begin the work has so far been held up by the Comptroller. Mr. Metz said yesterday that after looking over the filtration systems used in Europe he would be better qualified to pass on Mr. O'Brien's plans.

Brooklyn Contracts Held Up.

President Coler of Brooklyn received notification yesterday that owing to the recent failure of the bond sale Comptroller Metz had been forced to hold up the contracts for grading, paving, sewering and other local improvements, including even the placing of street signs. Mr. Metz finds that he cannot certify to the contracts, not having the money to pay for them.

EXPRESS COS. SPURN NEW LAW. Pay No Attention to Nebraska Statute Re-

ducing Rates on State Freights. Lincoln, Neb., July 5.-The express companies doing business in Nebraska are paying no attention to the new law, effective to-day, reducing charges 25 per cent. on to-day, reducing charges 25 per cent. on State consignments of four pounds or more weight. The American, Adams, Pacific and United States companies are all charging the same rates as heretofore, notwithstanding that this makes them Hable for penalties up to \$10,000 for each offence. The railroads are obeying the law, effective to-day, reducing tariffs on a dozen commodities 15 per cent.

\$2.50 **Atlantic City** Sunday, July 7, 1907 Pennsylvania

Railroad SPECIAL TRAIN

AFTER THE 5 CENT THEATRES

BINGHAM ASKS THE MAYOR TO HELP IN THE CRUSADE.

equests Him to Revoke Licenses of All Places Complained Of—Are a Menace to the Morals of Children—Tells of Horrors of the Old Police Stations.

In his quarterly report sent to Mayor McClellan yesterday Police Commissioner Bingham recommends the revoking of many of the licenses now held by nickelodeon shows, five cent theatres and cheap vaudeville performances which are running throughout Greater New York and urges that steps be immediately taken to suppress all those resorts that have been comlained against.

In his report Gen. Bingham said that the suppression of these cheap shows which violate the law would be a prominent factor in the betterment of city conditions and he appeals to the Mayor not to be lenient in permitting the renewal of licenses. He adds that in every case reported the Police Department is prepared to give corroborative evidence. Most of the complaints were forwarded by the Children's society, which charged that small boys and girls under the age of sixteen were admitted to these places, which are a menace to the morals of children.

With respect to the condition of the police stations in this city Gen. Bifigham

After numerous and vexatious delays considerable progress has been made in ob-taining sites and beginning work on the part of Manhattan and to replace some of the old and unsanitary station houses. Owing to the high price of land in Manhattan it has with the appropriation as was at first hoped for and request has been made to the city authorities for a second instalment of \$2,000,000 for this purpose. I cannot too urgently press the necessity for this reconstruction of old station houses. The conditions are truly horrible in some of them, not only for prisoners but also for the men themselves. Some of the sleeping quarters are hardly better than kennels, and I believe that new station houses will assist greatly in raising the tone of the police force.

"While the Police Department nominally has seven launches for patrolling the waters of the city," the Commissioner reports, "as a matter of fact none of them is fit for use. Only two of them can be kept in commission for a week or two at a time."

According to the report, there are at the present time 9.402 men in the department, but on account of leaves of absence, sickness, suspensions and details there are only 8,524 doing actual duty. Four captains, eighteen lieutenants, one sergeant and thirty-eight patrolmen have been placed on the retired list on their own application; two lieutenants and twenty patrolmen have been dismissed, and one captain, three lieutenants and eighteen patrolmen have died—all in the last quarter. "While the Police Department nominally

MOB BEATS A TRUCK DRIVER. His Wagon Had Crushed a Child to Death and 2,000 Italians Try to Kill Him.

Mary Lassalla, the eighteen-months-old child of Mrs. Victoria Lassalla of 336 Metropolitan avenue, Williamsburg, was killed yesterday afternoon by a heavily laden sand truck in front of 330 Metropolitan avenue. The death of the girl was followed by attempts to kill the driver of the vehicle, Andrew Rigo, 22 years old, who lives at 15 Jackson street. He is employed by the contracting firm of Haley Keegan of 50 and 52 Dobbins street, Greenpoint.

The child had been with playmates and

The child had been with playmates and set out to cross the roadway just as the truck came along. Rigo, it is said, was looking in an opposite direction. The girl was hit by a front wheel and fell, the wheel passing over her head and chest.

Mrs. Lassalla was sitting on the front stoop of her house and witnessed her child's women, and in a few moments hundreds of Italians swarmed out of the thickly populated dwellings in that neighborhood.

A large crowd gathered around the truck, and a dozen Italians caught hold of Rigo. Somebody sent word to the Bedford ave nue police station and Capt. Creamer led the

nue police station and Capt. Creamer led the reserves on a run to the scene. When the police got there there were fully 2,000 persons, and the police were obliged to fight their way to Rigo, who was almost dead from the beating he had received.

Ambulance Surgeon Haupt, who had been summoned from the Eastern District Hospital, found the child dead and turned his attention to Rigo. The mob surrounded the ambulance and the police were obliged to use their clubs again to protect the driver. He was taken to the protect the driver. He was taken to the police station and locked up on a charge of

MUTUAL GAS CO'S FRANCHISE.

orporation Counsel Ellison Begins Attack on It in the Supreme Court.

Corporation Counsel Ellison, who served notice some time ago on several of the public lighting companies that he intended o test the validity of their franchises, has taken the first step toward bringing these cases into the courts. He served his first complaint yesterday when he began proceedings against the Mutual Gas Light Company. The basis of the complaint Company. The basis of the complaint is that the Board of Aldermen on April 27, 1868, gave permission to the company to lay pipes for thirty years, and that this permit has expired, and that the company "did not obtain the consent in writing of the majority of the owners in interest of the property immediately adjoining of the property immediately adjoining the part of the streets or highways dug

The Corporation Counsel charges that the rights of the company expired April 30, 1898, and that their maintenance of pipes, mains and conductors constitutes a trespass, a nuisance and invasion of public

rights.
Mr. Ellison asks the Supreme Court in his complaint for a permanent injunction to prevent the company from proceeding with any of its business or operations and that it be commanded to remove all pipes and other encroachments from the streets, or that the company be commanded to apply for a new franchise and that an accounting be had to find out the damages the city has sustained by reason of the unlawful occupation of the streets and public places in the city.

AUTO TURNS UPSIDE DOWN

Four Prominent Business Men of Middletown, N. Y., Are Injured, Two Seriously. MIDDLETOWN, N. Y., July 5 .- Four prominent business men of this city narrowly escaped death in an automobile accident at 5 o'clock this afternoon. A 40 horsepower machine, occupied by Broker James P. Tighe, John Farrell, pro-prietor of the Homestead Hotel; Frank prietor of the Homestead Hotel; Frank M. Madden, president of the Madden & Morrison File Company, and Edward Flood, Jr., left the road and turned upside down at the bottom of a deep ditch. Tighe and Farrell were pinned under the heavy automobile while Madden and Flood were thrown clear of the machine. hrown clear of the machine.

Mr. Tighe was driving the automobile

Mr. Tighe was driving the automobile and on rounding a curve on the State road at the city limits he lost control of the machine and it went into the ditch. The men who were thrown clear of the machine went to a nearby house and got assistance and Mr. Tighe and Mr. Farrell were released. Mr. Tighe's left collarbone and several ribs were broken, one lung punctured and he received internal injuries. Mr. Farrell sustained a bad fracture of the right wrist and was badly cut and bruised. Madden and Flood escaped with cuts and bruises. The party had gone to Goshen for a pleasure ride after business hours and were returning when the accident occurred. turning when the accident occurred.

Remarks by Ex-Gov. Adams of Colorade

Stirred Some Passengers on the Baitle. A bit of international friction that for time looked serious from the point of view of sensitive Americans disturbed good feeling aboard the White Star liner Baltic, in yesterday from Liverpool, during and just after the Fourth of July concert. Ex Gov. Adams of Colorado presided, and, knowing that he was expected to say some thing, he prepared a typewritten address. Some of the passengers, all Americans, said he departed from the text of his speech and lit into the Briton. He showed his speech to the reporters at his hotel later and said that he had stuck to it.

In the middle of Mr. Adams's speech a Canadian passenger who seemed to be somewhat excited got up and shouted, "Treat the English fairly!" This was after Mr. Adams, according to some of the Americans, had said that he had once thought as much of an Englishman as a vegetarian does of a butcher. An American passenger said he understood that Mr. Adams had said that while he was at a dinner in England the Americans had substituted "My Country, "Tis of Thee" for "God Save the King." and that in the refrain they had shouted God Save Teddy."

"God Save Teddy."

In his typewritten speech Mr. Adams said things that might be misinterpreted by an inattentive listener. He had remarked that it was true that the English were loyal to King and empire even to the extent of singing "God Save the King" as agdoxology at church services, but as their anthem and "America" carry the same tune the Americans were with them in harmony. Mr. Adams in his typewritten in harmony. Mr. Adams in his typewritter speech declared that many who assumed speech declared that many who assumed to be the best citizens took no more in-terest in the Fourth of July than an old maid did in her birthday anniversaries. They were as indifferent to the interests of American traditions as the butcher was

of American traditions as the butcher was to the welfare of a vegetarian.

The English passengers said they were unaware that there had been any unpleasant references to England by Mr. Adams. The Canadian who uttered the protest was ill in his berth when the ship docked. It was said that he had had a brainstorm.

Some passengers by the baltic who made no kick were the Right Honorable the Earl of Euston, who is king Fdward's Masonic representative and will be at the conclave of Knights Templars at Saratoga next week;

of Knights Templars at Saratoga next week; Thomas Fraser, F. C. Van Duzer, H. J. Horner, W. Butler Duncan, the Hon. Joseph Howell, Sydney H. Lee, Sir Raymond and Lady Menendez, Dr. A. C. Magruder, Col. G. A. Sweeney and John S. Wylie.

GERMAN PHILOSOPHER DEAD,

Prof. Fischer Taught at Heidelberg Sin-1872-Was Once Barred Out.

Special Cable Despatch to THE SUN. HEIDELBERG, July 5 .- Prof. Ernst Kuno Berthold Fischer, professor of philosophy in the university here, died to-day at the

Prof. Fischer was born in Silesia in 1824, studied in Leipsic and Halle and qualified to lecture on philosophy at Heidelberg, but the Bavarian Ministry barred him as a teacher. The decree followed the publication of the first volume of his "History of Modern Philosophy." The Berlin authorities also made it impossible for him to teach and he went to Jena, where his gift of oratory won recognition. In 1872 gift of oratory won recognition. In 1872 the ban was removed and Prof. Fischer was recalled to Heidelberg, where he remained until his death. He was one of the university's most brilliant teachers and was one of the most prominent figures in the old town.

was one of the most prominent figures in the old town.

His principal book was the "History of Modern Philosophy," and he also wrote "Logik und Metaphysik." He was deeply interested in the philosophical aspects of German literature and was the author of several studies of Schiller's works and those of Lessing and Goethe.

Obituary Notes.

Judge Charles Swayne of the United States Court, Northern District of Florida, died at the University of Pennsylvania Hospital in operation for an intestinal trouble. Judge Swayne came in the public eye through an attempt to impeach him for "high crimes and misdemeanors." His trial took place in the United States Senate in December, 1804, and was the first impeachment proceeding in that body since the trial of Secretary of War Belknap during the administration of Gen, Grant. The trial lasted five weeks, the Senate sitting as a court. Judge Swayne was acquitted. The specific charges preferred against him were that he did not reside in his district, that he used position to extent favors from railroad companies, that he made excessive charges against the Government for expenses, and that he sat in a case in Florida in which his wife was personally interested. Judge Swayne resided in Pensacola, Fla., in the winter and at Guyencourt, Del., during the summer. A wife and two sons and a daughter survive him.

J. Frank Hull of Poughkeepsie died suddenly at the Albany Wespital vesterder of Swayne came in the public eye through an and two sons and a daughter survive him.

J. Frank Hull of Poughkeepsie died suddenly at the Albany Hospital yesterday of heart failure, following an operation for appendicitis. He was about to be removed to his summer home in Maine when alarming symptoms developed and he passed away in a tew minutes. Mr. Hull was president of the Dutchess Manufacturing Company. He was a former Mayor of Poughteepsie, a director in the Fallkill National Bank and active in the promotion of many enterprises. Mr. Hull was 55 years of age. He was a son of John F. Hull, for many years cashier of the Fallkill bank. He issurvived by his wife, who was Miss for many years cashier of the Fallkill He is survived by his wife, who was Miss Carrie Gibson, three young sons, Franklin, Stanley and Amory, and a daughter, Miss Ruth

Hall.

Hammond Waller, editor of the Monticello Republican, one of the leading Republican newspapers in Sullivan county, died suddenly at his home in Monticello yesterday. Mr. Waller was 33 years old. He recently returned from a trip to the Pacific Coast, where he had spent some time recuperating from an attack of rheumatism. He was apparently much improved and in good health when he retired Thursday night. He was found unconscious yesterday morning and died shortly aferward. He was a son of Major and Mrs. John Waller and a descendant of one of the oldest Sullivan county families. He had been editor of the Monticello Republican for several years.

Dr. John Monsell Pcacocke, for many years

Dr. John Monsell Peacocke, for many years a sanitary inspector in the Brooklyn Health Department, died on Wednesday at his home, 217 Jefferson avenue, in his fifty-nint year. He was born in Limerick, Ireland, and was a druggist in Glasgow, Scotland, before coming to this country. He got his medical degree from the College of Physicians and Surgeons of New York in 1883. He was a leading member of St. Luke's Episcopal Church and the author of "Early History of the Church" and other contributions to church literature. He leaves a widow.

James Macbeth, master car builder for the New York Central, died at his home in Buffalo last evening. He was born in Scotland in 1846, came to this country as a child and since he was 13 years old had been in the mechanical end of the railroad business. He leaves a widow and two sons. He was a Democrat, and at the time of his death was a member of the Board of Councilmen of the city.

Isaac G. Suitterlin, ex-president of the Bergen Republican Club, died of pneumonia on Thursday at his home, 130 Bergen avenue, Jersey City, at the age of 58. He held a responsible position for twenty-seven years with the Lorillard Tobacco Company. He was well known as a district deputy organizer for the Royal Arcanum. He leaves a widow and two daughters.

John Hinchman Smack, who was connected with a dental manufacturing company, died on Thursday at his home, 1361 Dean street, Brooklyn, in his fifty-fifth year. He was a member of the Brooklyn Lodge of Elks, the American Yacht Club and the New York Athletic Club, and was a Knight Templar and a Mystic Shriner. He leaves two sons. David Pearson, Sr., a resident of Jersey City for fifty-five years, died of paralysis on Thursday at his home, 65 Monticello avenue. He was born in Scotland on July 22, 1822. He was formerly engaged in the brownstone business in Jersey City, retiring about twenty-five years ago. He leaves two sons, David, Jr., and George Pearson.

Jr., and George Pearson.

J. G. McMaken of Hamilton, Ohio, a well known politician, while sitting on the veranda of a sanitarium at Martinsville, Ind., talking to his wife, suddenly expired. Mr. McMaken served four terms in the Ohio State Senate and four terms in the House of Representatives; also a short unexpired term in the United States Senate. He was 64 years of age

Joseph A. Smith, 38 years old, a member of the Hudson county bar, died suddenly last-night at 73 Railroad avenue, Jersey City. He was formerly a newspaper reporter, and sev-eral years ago was organist in churches at Englewood and elsewhere.

MISUNDERSTANDINGS AFLOAT. AMONG THE AUTOMOBILISTS

NEW JERSEY ASSEMBLY SANC-TION'S VANDERBILT CUP RACE.

deasure New Only Needs the Approval of Senate-Chicago Will Hold Exhibition Next Fail Independent of National Association of Manufacturers Affair.

sembly gave its sanction to-night to the hold-ing of the Vanderbilt cup race in New Jersey, by passing the bill prepared by the Automo-bile Association of America and the Associated Automobile Clubs of New Jersey. The measure in effect permits the temporary sus-pension of the Frelinghuysen automobile law by local and county authorities and the vacating of public highways between Sep-tember 1 and January 1, under such restric-tions as may be deemed proper by the au-thorities and which so far as possible will conform with the suggestions of the automo-

Provision is also made by which it will not be necessary for automobilists attending the race to secure a New Jersey license, as the licenses of other States will be honored by the bare majority of one vote. There was no actual opposition to the measure, but it was not brought up until so late in the evenng that a quorum was secured with difficulty. Assemblyman Perkins, who had the bill in charge, sent two automobiles to the Penn-sylvania Railroad station and succeeded in corralling eight Assemblymen who had started for their homes. With their assistance thirty-one of the sixty votes in the House were secured.

The same bill was introduced to-day

the Senate, but as the House measure was passed it is the intention to drop the Senate the Senate in the House bill. The Senate, while nominally adjourning until next Monday, has virtually postponed its sessions until called together by the president. Four of the twenty-one members are absent and two are opposed to having the race held in this State, so that there promises to be some difficulty in securing the necessary eleven votes, some of the members refusing to pledge themselves on the measure. A close can-vass, however, indicates that a bare majority

Official announcement has been made by the Chicago Automobile Club through its secretary, Sidney S. Gorham, that it will promote an exhibition of automobiles, tires and sundries some time next fall independently of the National Association of Automobile Manufacturers, which will hold its regular show in the Coliseum and First Regiment armory on November 30 to December 7. In his announcement Secretary Gorham stated that the club show will be open to all automobile manufacturers, whether "independent" or "licensed," and that all will receive the same treatment regardless of their affiliations. As there has been considerable talk regarding the possibility of the American Motor Car Manufacturers' Association deciding to remain out of the Chicago show promoted by the N. A. A. M. seems quite certain that the "independent" organization will support the exhibition to The club has not settled upon dates for its show, but it seems to be the impression that it will be held before the N. A. A. M. affair in the Coliseum and First Regiment armory The club has made no appoundement of the ouilding or buildings in which its show will be

The Fourth of July party of the City and Country Motor Club at its Lake Mahopac clubhouse proved very popular with local motorists, as about sixty cars and more than three hundred persons visited the clubhouse. Most of the visitors made the trip by way of the State road from Briarcill' Manor and Yorktown. There was a 100 yard running race for members, which was won by J. Stuart Blackton, treasurer of the club; a 180 yard dash for chauffeurs, which T. R. Baily captured; a 100 yard running race for women, in which Miss Beryl Dean was first and Miss Dorothy Bowman second; a contest rolling tire shoes, won by R. C. Heather, a bolt and nut contest, which consisted of running a short distance and fastening nuts to bolts, repeated three times, in which Sidney B. Bowman, a former racing cyclist, was the winner; a tool placing event, similar to the old fashioned potato race, in which R. C. Heather was victorious. There was a Country Motor Club at its Lake Mahopac R. C. Heather was victorious freworks display on the lawn in the evening and the Thirteenth Regiment Band of Brook

and the Thirteenth Regiment Band of Brooklyn helped to enliven the proceedings.

Unaccountable though it appears, the apparent desire of all promoters of motor carcontests is to rival all others in the number of the entries that can be secured, leaving aside as apparently not worthy of consideration the question of real safety and a desire to declare a winner, says Motor Age. Such has been the case in many of the reliability and endurance contests and tours, with the result, in some instances at least, that these events have been robbed of much of what otherwise might have proved of material interest and value. The Herkomer tour in Germany this year was such a huge affair as to prove unwieldy and in many ways unsatisfactory, to say nothing of having the element of danger increased to a considerable extent. So far the annual tour of the American Automobile Association, now commonly termed the Glidden tour, has been anything but satisfactory to the touring board and other officials of the organization, and whoily because of the fact that fewer than thirty entries had been received up to the time Motor Age went to press. There is every indication that this number will be increased before the tour starts, but it is not at all likely the number will pass the half hundred mark, whereas there were something in the neighborhood of eighty entries a year ago.

The fact that the entrance fee this year is cloudle that of last year is sufficient to assure a well conducted tour, and if the entry list is held down close to the half hundred mark, the management can congratulate itself, inasmuch as this number of contestants will provide a contest that will be more than a extremely hard lot of work for competitors, officials, drivers and guests. Chairman Hower naturally desires a large representation, for he is probably like most other Americans and desires to make a record of his own but if there are not over fifty entrants in the 1907 Glidden tour Mr. Hower will, after the affair is ended, sit down to think over things. Then

contestants will have similar ideas on the subject.

There is a difference between a real tour and some sort of a track affair, where numbers of entrants are necessary as an attraction in order to secure the attendance of the public, but there is no necessity at this stage of the motor car industry to resort to an immense line of cars winding its way through the country in order to tell the world that motor cars will run. Mr. Hower will probably have occasion before long to congratulate himself over what he may at this moment be worrying about, and he will have realized that, after all, there is more in conducting a clean cut, sensible contest and a pleasure tour combined than in conducting a dust eating scramble.

pleasure tour combined than in conducting a dust eating scramble.

Every State in the United States and every foreign country which has sought to regulate the operation of automobiles on the public thoroughfares has provided by law registration with a certain official, and in many of the States and foreign jurisdictions chauffeurs especially are required to register, says the Horseless Age. Although each State and foreign country has established a registration system there is, however, considerable difference in the systems adopted. Why there should be this difference cannot perhaps be explained. The general conditions in all the jurisdictions, both State and foreign, are much the same. The same kind of automobiles are also used.

There are in existence two general systems of registration, viz.: First, registration of automobiles by owners; second, registration of all drivers. It certainly seems somewhat inconsistent for the State of New York, for example, to require the machines themselves to be registered, and upon crossing over the border into Pennsylvania we find the law totally ignoring the vehicle, but specifically requiring drivers or operators to register. In that State the Highway Department Issues the licenses and the number plates to drivers. The driver must hang his personal number on the front and back of whatever car he happens to be driving, no matter whether he is an owner, chauffeur, lessee or borrower of the machine. It will be seen that in New York a record is kept of machines, while in Pennsylvania the names of the drivers are recorded. The English act is similar to the New York law in this respect, but drivers also must register and be licensed.

The purpose of the automobile registration system is to afford a means of identifying the automobilist, if for any lawful reason his identity is desired to be ascertained. The theory is from a number the name of an offending automobilist may be ascertained from the officer keeping the record, is a system requiring the registration of automobiles ab

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ide tification than a system requiring the registration of all drivers? This is an important quastion. It may be that neither system is of much practical use considering the promiscuous way number plates are loaned and exchanged, but considering the question in connection with accurate identification, assuming that there is no misuse of numbers, it certainly must be conceded that the system which registers all drivers more directly tends to afford a quick means of identifying the person wanted. To register the machine by the owner does no more than identify the automobile. Of course the name of the owner may be ascertained, but it would not be as easy to discover the name of a person other than the owner who may be the real party wanted, at least this method of identifica-

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tion is more indirect and subject to fall-ure. It is a recognized fact that the registra-tion systems which place automobiles color on record have proved to be of little use in finding the real culprit who speeds away, leaving nothing but a record of the car num-ber.

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